

INSTANTANEOUS

2295

Innovations

JAPAN  **COALS**

THE MITCHELL DERRAN DIVISION

THE MITSUI BROS. CO. (MITSUI & CO.)
HEAD OFFICE—1, SOMBA-CHO, TOKYO
LONDON BRANCH—25, LITTLE STREET, E.C.4
HONGKONG BRANCH—2, PRINCE STREET, HONGKONG
OTHER OFFICES
 New York, San Francisco, Honolulu, Manila, Singapore, Sourabaya, Yokohama, Amoy,
 Shanghai, Canton, Hankow, Kobe, Yawata, Port Arthur, Seoul, Changhai, Yokohama,
 Kobe, Osaka, Yokohama, Kure, etc.

Karatsu, Fukuoka; Kushinetsu, Sasebo, Misaki, Hakodate, Taipei, etc.
 Telephone Address: "MITSUI" (A.R.C. and A.I. Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways, Principal Railway Companies and Industrial Works, Home and Foreign Mail and

40) **SOLE PROPRIETORS** of the Famous **Milke, Tagawa, Yamano and Ida Coal Mines**, and **SOLE AGENTS** for **Fujinotani, Hokoku, Heado, Ichimura, Katsuta, Matsuda, Minami, Onoda, Otsuji, Sasebara, Tsukakuro, Yoshinotani, Yoshio, Yumokibara** and other **Coals**.
S. TANAKA, Manager, Hongkong.

100-443887-100

BEAR IN MIND

THAT THE "BEAR" BRAND

Is
PURE SWISS MILK

Ask your Storekeeper for it. Take no other.

1. Unsweetened Condensed Milk.

2. Natural Milk Sterilized—not Condensed.
3. Sterilized PURE CREAM, contains 25% Butterfat.

4. B.A.C. Chocolate and Milk in liquid form.

HIGHLY RECOMMENDED. HIGHEST AWARDS.	ADOPTED IN NAVAL AND MILITARY HOSPITALS.
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THE BERNESE ALPS MILK CO.

Agents for South China : **F. BLACKHEAD & CO.**
Hongkong, 20th December, 1906.

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERS.

FOR LADIES! JUST IMPORTED!! DIRECT FROM PARIS!!!
Please call and see our **EXQUISITELY EMBROIDERED, PARISIAN FINISHED**

Our Prices are below all others.
Hongkong, 12th January, 1907.

HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAIL TERMINUS, Feb. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, and July, 1860. 120

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

Both HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

251 TOURISTS. WM. FARMER, Proprietor.
OCCIDENTAL KING EDWARD

HOTEL.

EXCELLENT CUISINE.

HOTEL.

A HIGH CLASS PRIVATE HOTEL.

MODERATE PRICES.
ELECTRIC FANS

TO ORDER IN
EVERY ROOM
EUROPEAN MANAGEMENT.

<p>ELGIN ROAD, KOWLOON. Hongkong, 19th May, 1904.</p>	<p>(5)</p>	<p>MARACU. Hongkong, 1th December, 1904.</p>
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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 tons Captain H. D. Jones.
 "POWAN" 2,395 " W. A. Valentine.
 "FATHAN" 2,360 " R. D. Thomas.
 "KINSHAN" 1,995 " J. J. Loebus.
 "HEUNGSHAN" 1,995 " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 tons Captain T. Hamlin.
 "SUI-TAI" 1,651 " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,190 tons Captain E. H. Grainger.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO. (PANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Willox.
 "NANNING" 589 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of **BUTTERFIELD & SWIRE,**
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LINE REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG ...	JAPAN	First half February	JAVA PORTS	First half February
TJIMAH ...	JAVA	First half February	JAPAN	First half February
TJILATJAP ...	JAPAN	First half February	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 14th January, 1907.

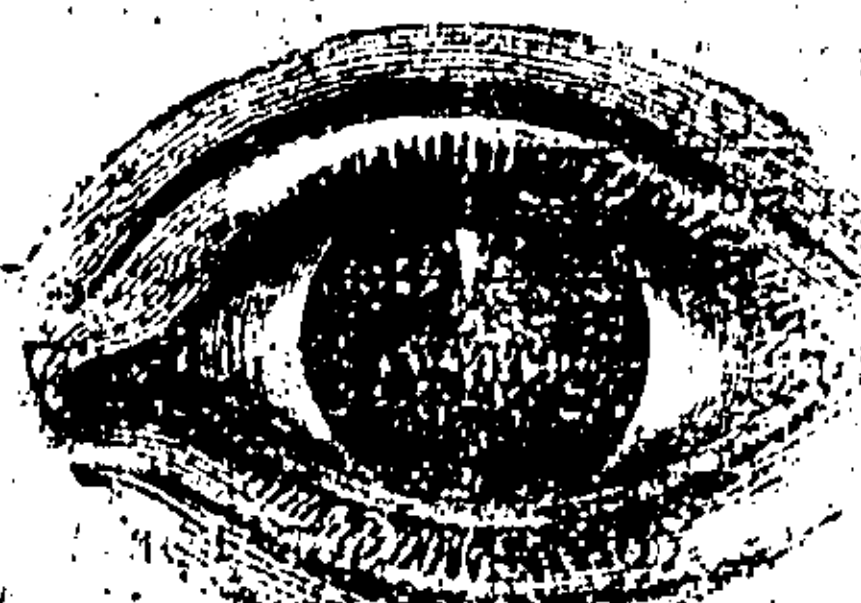
WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$50
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
BUTTERFIELD & SWIRE,
 AGENTS,
WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. H. H. OHAUM,
 THE LATEST METHOD
 of the
AMERICAN SYSTEM OF DENTISTRY,
 59, DES VOUX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 27th July, 1905.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 Studio at No. 14, D'ARQUER STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZITEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 8th May.
BAVERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

S.S. "SACHSEN," Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the steamship SEYDLITZ, Captain C. Dewar, with MAIL, PASSENGERS, CARGO AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 14th January. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 15th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 15th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Passage Money payable in local currency, at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.

* TO NEW YORK VIA SUET:
 VIA NAPLES, GENOA OR GIBRALTAR ... 64. 0. 0. 44. 0. 0. 26. 0. 0.
 Return 115. 0. 0. 79. 0. 0. 47. 0. 0.
 VIA BREMEN OR SOUTHAMPTON ... 68. 0. 0. 46. 0. 0. 27. 0. 0.
 Return 123. 0. 0. 83. 0. 0. 49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
MANILA	1,299	FRIDAY, 1st February.
PRINZ WALDEMAR	3,427	THURSDAY, 28th February.
PRINZ SIGISMUND	3,303	THURSDAY, 28th March.

ON FRIDAY, the 1st day of February, 1907, at Noon, the Steamship MANILA, Captain Minssen, with Mail, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18. —	£18. 10	£14.00	Return £42.00	£27. 15
TO BRISBANE	£34. —	£20. —	£14. —	Return £54. —	£36. —
TO SYDNEY	£33. —	£23. —	£15. —	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16. —	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. —
TO KOBÉ	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. —
TO YOKOHAMA & back from KOBÉ to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR

SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA GNEISENAU WEDNESDAY, 16th Jan. SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PREUSSEN WEDNESDAY, 30th Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	65. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

Melchers & Co.,

AGENTS.

Hongkong, 14th January, 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 93 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 270 ft. Width of entrance, top 80.5 ft.; bottom 65 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 10 P.M. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

A. CHAZALON & CO.,

6, Queen's Road Central.

WHO have just received the Finest Assortment of ENGLISH and FRENCH CONFECTIONERY from the best makers of London and Paris;

ALSO

A Large Variety of LIQUORS, BORDEAUX, PORT, SHERRY, WHISKY, &c., &c., from the most renowned houses in France and other foreign countries.

Hongkong, 11th January, 1907.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and "O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF

HIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES. Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 35, DES VOUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

It is being patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate. AN INSPECTION INVITED. Hongkong, 14th March, 1906.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.	WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.	7.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.	11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.	1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.	2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.	3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.	4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

NIGHT CARS.

4.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.	9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.	10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 p.m. ... Every 15 minutes.	12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.	6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.	

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voux Road Central.

JOHN L. HUMPHREY & SON, Liquidators.

Hongkong, 27th August, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

Wm. FARREANE, Manager.

Hongkong, 22nd June, 1905.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1905.

KWONG SANG & Co.

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Hosiery, Pongee, Grasscloth, Fancy and Nice Goods, &c. Latest style of Ladies' Blouses and Gentleman's Shirts made to order.

TAILOR, ORDER SOLICITED.

Hongkong, 1st February, 1906.

Entertainment.

HONGKONG ST. ANDREW'S SOCIETY.

to celebrate the Anniversary of the Birth of the Apostle Andrew the Apostle.

Fattimation.

Powell'sLadies' Outfitters,
ALEXANDRA BUILDINGS.**NEW GOODS NOW ON SHOW.****GOLF JERSEYS**White,
Navy,
Cardinal,
from \$5 each.White and Pale Blue,
White and Navy,
White and Myrtle,
White and Red.

from \$5.25 each.

Splendid Value.

COSTUMESLatest Styles,
Well Cut,
Smart,
from \$30 each.**DAINTY TAILOR-MADE SKIRTS**Serge,
Tweed,
Voile,
Cloth,
and Flannel,
from \$9.50 each.**POWELL'S HONGKONG.**

Hongkong, 31st December, 1906.

To Let.

NOTICE OF REMOVAL.On or about the 15th
January.

Messrs. K. A. J. CHO.

TIRMALL & Co.

will remove.

to

NEW PREMISES

No. 64, QUEEN'S ROAD

CENTRAL,

formerly occupied

by the

Travellers' Hotel.

Hongkong, 1st January, 1907.

TO LET.

FOUR-ROOMED HOUSES at PRAYA

EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 2nd January, 1907.

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD.

No. 151, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 7th November, 1906.

TO LET.

EUROPEAN SHOPS, OFFICES, and

GODOWNS (suitable for Dry Goods

Storage) at No. 14, Des Voeux Road Central,

(formerly occupied by Messrs. Shaw, Tomes

& Co.)

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th November, 1906.

TO LET.

THE Premises known as No. 109, WANCHAI

Road, now occupied by Messrs. Macdonald

& Co.'s Engineering Works. Possession, 1st

February, 1907.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 4th January, 1907.

TO LET.

N. O. 1, WEST END TERRACE, Shamshu,

Canton.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 10th December, 1906.

TO LET.

"RANFURLY" CONDUIT ROAD.

OFFICES in KING'S BUILDING and

YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHUNG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 14th December, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906.

Auction.**PUBLIC AUCTION.**

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

the 18th January, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A LARGE QUANTITY OF

NICKEL, SILVER and GOLD

WATCHES.

Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 14th January, 1907.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

(WEDNESDAY) AND SATURDAY,

the 10th and 11th January, 1907, respectively,

commencing each day at 2.30 P.M. at NO. 8,

Queen's Road Central,

A LARGE ASSORTMENT OF

SILVER and IVORY WARE.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th January, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions

from the Harbour Master

to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 17th January, 1907, at Noon, on Board

The Steam Launch—

"YUT SUN,"

as she now lies in Causeway Bay.

Length over all.....51 feet.

Breadth extreme.....13 ft. 7 in.

Depth.....7 feet.

Engine.....Compound Surface

Condensing

Cylinders.....9 in. by 18 in. by

125 lbs.

Boiler Pressure.....125 lbs.

Hull, Boiler and Engine built in Hongkong

in 1903.

Terms—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 11th January, 1907.

PUBLIC AUCTION.

THE Undersigned will let by Public

Auction,

ON

THURSDAY,

the 17th January, 1907, at 3 P.M., on the spot,

The Several Lots Numbered 1 to 19 on Plan

to be seen at the Auctioneers' Office, for erec-

tion of

BOOTH AND MATSHEDS

on the Government Ground adjoining the Race

Course, North of the Grand Stand Enclosure.

Terms—Cash.

For Plan and Conditions of Sale, apply to—

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 11th January, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 19th January, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

The Revenue Schooner

"PENG FEI"

as she now lies at Saikok North of Samshu.

Her dimensions are—

Length over all.....78 feet.

Breadth.....17 "

Depth.....9 "

Built of Teak with Two Trimes by the

Hongkong and Whampoa Dock Co. in 1898.

The running gear, sails, anchors, &c., are

lying in the Godown of the Imperial Maritime

Customs and will be sold with the vessel.

Terms—As usual.

For further particulars, apply to—

HUGHES & HOUGH,

Auctioneers.

Hongkong, 12th January, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 23rd January, 1907, commencing at 3 P.M.,

on Board the "RAMBLER," the following—

H.M. Surveying Vessel

"RAMBLER,"

Single Screw, Composite hull, Copper

Sheathed,

Displacement.....835 tons,

Indicated Horse Power.....650 N.D.

Extreme Length.....163 ft. 3 in.

Extreme Breadth.....20 ft. 6 in.

Built.....1880.

Engines.....Compound Surface

Condensing

Propeller.....Three Cylindrical

Direct Tubular.

Load on Safety Valves.....60 lbs.

Distilling Condenser.....Two Normandy's

Single No. 10 distilling 2,688 gallons

of water per 24 hours.

HULK "MIDGE,"

Late Twin Screw Gun Vessel 603 tons,

Composite hull, Copper Sheathed.

Length.....155 ft. 0 in.

Breadth.....25 ft. 0 in.

To be sold as they now lie in Hongkong

Harbour, with all fittings, &c., on board.

A list of fittings, &c., to be sold with H.M.

"RAMBLER" may be seen at the Office of the

Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for

any errors in description of Ship, Fittings,

Stores, &c.

The Vessels will be OPEN TO INSPECTION

for Seven days before date of Sale, between 10

A.M. and Noon and 2 and 4 P.M. (Saturday and

Sunday excepted).

Inspecting Orders can be obtained from the

Auctioneers.

Terms—Cash before delivery; 25 per cent.

of the purchase money to be paid on the fall of

the hammer, balance and the clearance to be

effected within 7 days after date of sale.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 26th December, 1906.

THE SITUATION IN CHINKIANG.

A letter just received from Pers. Thomas

of the Hongkong and Shanghai Banking

Company, dated 28th December, 1906, states

that the Chinese Government has decided

to send a large number of Chinese troops

to the Chinese coast, and that the

troops will be sent to the Chinese coast

in the month of January, 1907, and

that the troops will be sent to the

Chinese coast in the month of January,

1907, and that the troops will be sent

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The Boston S. S. Co.'s s.s. *Shawmut* came from Kobe on 14th inst., for Mpl.
The s.s. *Satsuma* sailed this morning for Shanghai, and may be expected here on 15th inst.
The Java-China-Japan L'n's s.s. *Tyoko* left Macassar for this port on 14th inst., and may be expected here on 22nd inst.
The Imperial German Mail's s.s. *Merula* left Monday on 14th inst., afternoon, and may be expected here on 17th inst., daylight.
The N. Y. K. ss. *Kaga Maru*, American Line, left Kobe for this port via Mpl. on 14th inst., and is expected here on 17th inst.

TELEGRAMS.

[Reuters.]

The United States and Japan.

London, 13th January.

The correspondent of the *Times* at Ottawa says that the Foreign Minister, Viscount Hayashi, has notified the Japanese Consul that the visit of the Japanese fleet to the Pacific coast is postponed indefinitely owing to the situation in the United States.

Latter.

The "Awa Maru."

The Japanese mail steamer *Awa Maru* has been refloated.

The Duke of Connaught's Tour.

Reuter's correspondent in Melbourne wires that the Federal Government is considering a suggestion that the Duke of Connaught be invited to extend his journey to Australia to inspect the forces.

The proposal is favoured in military circles.

SUPPRESSION OF OPIUM-SMOKE.

The authorities of Tientsin are experiencing difficulties in enforcing strict obedience to the recent opium regulations. In spite of the stringent orders issued by the Viceroy and other Authorities, which have been posted up everywhere by means of proclamations, a number of keepers of public houses have been detected in violating the prohibition against keeping lamps for the use of customers. The offenders have been arrested and severely dealt with, besides which, the houses have been closed by official order.

The owners of houses in the city and the suburbs are notified that they are to keep a close watch on the occupants that no opium-smoking is allowed in their property, and in case of any violation of the prohibition, they are to report to the Authorities. But if they are found to be in league with the keepers of opium dens, their houses will be confiscated.

By thus inviting the co-operation of the landlords, and inflicting condign punishment upon all offenders against the regulations, it is hoped by the Tientsin Authorities that all opium smoking in public will be effectively checked.

—S. C. D. Journal.

DISGRACEFUL ASSAULT ON FOREIGNERS.

DRUNKEN RICKSHAMEN IN KOBE.

While we have frequently had to refer to the nuisance of postering by ricksha coolies of late it is, fortunately, seldom that a case of assault such as that which occurred on Thursday night in Kobe has to be recorded, remarks the *Japan Chronicle* of 5th inst.

Messrs. A. H. Hansen and A. F. Jahn chartered two rickshas outside the Club Concordia, Kobe, on the evening in question at a little before 8 o'clock, and proceeded to their residence on the Hill. They alighted from the vehicles at the foot of the hill leading to Yamamoto-dori, 1-chome, when Mr. Hansen paid the men thirty sen (considerably more than the legal fare) giving the money to the man who had pulled his ricksha and stating that that was the fare for the two. On alighting Mr. Jahn remarked to Mr. Hansen, in German, that he was glad he had arrived at the end of the journey in safety because his Sumaya was apparently intoxicated.

The foreigners were proceeding up the hill, Mr. Hansen a few steps ahead of Mr. Jahn, when the former gentleman suddenly noticed that the coolie who had propelled Mr. Jahn was following with his lantern and immediately struck Mr. Jahn on the back. A struggle ensued, with the result that both fell to the ground. As the fight was apparently to continue, Mr. Hansen of course went to the assistance of his friend, but was prevented by force from interfering by the other coolie, who dealt Mr. Hansen several blows. Mr. Hansen was able to secure Mr. Jahn's assailant's lantern, which bore the number, 1,298, and this was subsequently handed over to the police. When Mr. Jahn regained his feet they moved a little higher up the hill, but the coolies—naturally anxious to regain the lantern—followed, abusing the foreigners and threatening to attack them again. At the corner of Kitano-cho the rickshamen, who made the first attack, again struck Mr. Jahn, with the result that they were soon both struggling in the gutter.

Meanwhile a party of about ten people, apparently of the lower class, came down the hill and mingled in the affray, taking the part of the coolies. Mr. Jahn cried out to Mr. Hansen for assistance and he ran to him, at the same time shouting loudly for help, as the whole crowd were now attacking the foreigners, and they were, of course, too many for the two to manage alone. At that moment one of the crowd struck Mr. Hansen in the face, and Mr. Jahn's hat and umbrella, which he had been carrying, were snatched from him. One of the crowd beat Mr. Jahn over the head with the umbrella while he was still lying on the ground.

When Mr. Jahn had once more regained his feet a Japanese gentleman, who spoke English, came up and advised the foreigners to pay something more to pacify the infuriated coolies. This was done, somewhat reluctantly, but it was considered the only means of avoiding further trouble. Then another man, who subsequently proved to be a jirikshamen from the stand at the corner of Kitano-cho, I-chome, where the two gentlemen are well known, went to their assistance, and escorted them to their residence.

Mr. Jahn's face was badly bruised, besides which he lost his hat and umbrella, while Mr. Hansen's hat was absolutely spoiled and his overcoat torn.

The matter is now in the hands of the police.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BALNEATION-INTERNATIONAL EXHIBITION.

To the Editor of the "HONGKONG TELEGRAPH." Sir,—I have the honour to inform you that an "International Exhibition of Balneation and of Bathing-resort Life" will take place in Spa, Belgium, in July-August 1907.

The Committee shall feel very much obliged if you will insert the enclosed notice in your valuable paper.—I am, etc.,

A. VAN BIERVLIET,
Acting Consul for Belgium.
Consulat de Belgique,
Hongkong, 14th January, 1907.

[Enclosure.]

INTERNATIONAL EXHIBITION OF BALNEATION AND OF BATHING-RESORT LIFE IN SPA (Belgium).

Spa, the summer residence of H. R. H. Princess Clementine of Belgium, is situated in the most picturesque position of the Ardennes mountains. It is (Golden Book), shows it to have a renown which originated three and a half centuries ago. It owns the richest ferruginous mineral waters and, its thermal establishment is the finest and the most comfortable one of Northern Europe. The healthy estate of Spa has become proverbial. The season extends from June to November.

Therefore, a considerable success is surely in store for the Exhibition of Balneation and Bathing Resort Life, which will take place in Spa in July-August 1907, under the graceful patronage of H. R. H. Princess Clementine and under the auspices of the Belgian Government, the province of Liege and the municipality of Spa.

The programme of this Exhibition includes balneology, hygiene, medicine and chemistry, architecture, furniture and its accessories, the decorative and graphic Arts, electricity, styles Alimentation, locomotion, sport and play, association and publicity.

The offices of the General Secretary of the Exhibition are established 42, Avenue de Marteau, Spa.

OPENING OF NANNING.

The port of Nanning, in Kwangsi province, was opened to foreign trade on the 1st inst., as already reported in our telegraphic columns. According to a Chinese contemporary, the site of the foreign settlement is to be on the West Bund, on the West River. A new rule by which the sovereign rights of China over her own territory will be preserved has been adopted. Instead of selling the land to foreign merchants, building lots of ten chang square are to be leased to them at Tls. 40 per annum for a period of thirty years, the lease to be renewable at the expiration of that term for a similar period. A substantial house has to be erected by each lessee within two years and the house is to be built according to plans approved by the local Tsoai.

The Custom House and quarters for its officials will also be erected on the Bund, but the examination office will be a pontoon moored in the river.

A Chinese contractor from Hongkong has secured the contract for the construction of the bund.

SAN FRANCISCO AND JAPAN.

THE JAPANESE SCHOOL DIFFICULTY.

SECRETARY METCALF'S REPORT.

Washington, Dec. 20.—The report which Secretary Metcalf has presented to President Roosevelt, on the subject of the Japanese school difficulty in San Francisco, will be read with interest all over the coast. In part, the report is as follows:

It seems that several years the board of education of San Francisco had been considering the advisability of establishing separate schools for Chinese, Japanese, and Korean children, and on May 6, 1905, passed the following resolution:

"Resolved, That the board of education is determined in its efforts to effect the establishment of separate schools for Chinese and Japanese pupils, not only for the purpose of relieving the congestion at present prevailing in our schools, but also for the higher end that our children should not be placed in any position where their youthful impressions may be affected by association with pupils of the Mongolian race."

And October the 11. board passed the following resolution:

"Resolved, That in accordance with Article X, section 166, of the school law of California, principals are hereby directed to send all Chinese, Japanese, or Korean children to the Oriental Public School, situated on the south side of Clay street, between Powell and Mason Streets, on and after Monday, October 15, 1906."

The action of the board in the passage of the resolutions of May 6, 1905, and October 11, 1906, was undoubtedly largely influenced by the activity of the Japanese and Korean Exclusion League, an organization formed for the purpose of securing the enactment by the Congress of the United States of a law extending the provisions of the existing Chinese exclusion act so as to exclude Japanese and Koreans.

The league claims a membership in the State of California of 78,500, three-fourths of which membership is said to be in the city of San Francisco. The membership is composed almost entirely of members of labour organizations. Section 2, of the constitution of the league, is as follows:

"The league as such shall not adopt any measures of discrimination against Chinese, Japanese or Koreans now or hereafter lawfully resident in the United States."

Yet, on October 22, 1905, at a meeting of the league held in San Francisco, as reported in the *San Francisco Chronicle* of October 23, 1905, a resolution was adopted by the league instructing its executive committee to appear

before the board of education and petition for separate schools for the Mongolian children of San Francisco.

The temper and tone of the more conservative newspapers may better be illustrated by an epitome of their argument on the public schools question.

That argument, practically is as follows: The public schools of California are a state and not a federal institution. The state has the power to abolish those schools entirely, and the federal government would have no right to lift its voice in protest. Upon the other hand, the state may extend the privileges of its schools to aliens upon such terms as it, the state, may elect, and the federal government has no right to question its action in this regard.

Primarily and essentially the public schools are designed for the education of the citizens of the state. The state is interested in the education of its own citizens alone. It would not for a moment maintain this expensive institution to educate foreigners and aliens who would carry to their countries the fruits of such education.

Therefore, if it should be held that there was a discrimination operating in violation of the treaty with Japan in the state's treatment of Japanese children, or even if a new treaty with Japan should be framed which would contain in behalf of Japanese subjects the "most-favoured-nation" clause, this could and would be met by the state, which would then exclude from the use of its public schools all alien children of every nationality and limit the rights of free education to children of its own citizens, for whom the system is primarily designed and maintained, and if the state should do the federal government could not complain, since no treaty right could be violated when the children of Japanese were treated precisely as the children of all foreign nations.

The feeling in the state is further intensified, especially in labor circles, by the report on the conditions in the Hawaiian Islands as contained in Bulletin 66 of the Bureau of Labor, Department of Commerce and Labor. The claim is made that while labor has been entirely driven from the Hawaiian Islands, and that the Japanese are gradually forcing even the small white traders out of business.

Many of the foremost educators in the state on the other hand, are strongly opposed to the action of the San Francisco board of Education. Japanese are admitted to the University of California, an institution maintained and supported by the state. They are also admitted to, and gladly welcome at, Stanford University. San Francisco, so far as known, is the only city which has discriminated against Japanese children. I talked with a number of prominent labor men and they all said that they had no objection to Japanese children attending the primary grades; that they wanted Japanese children now in the United States to have the same school privileges as children of other nations, but that they were unalterably opposed to Japanese young men attending the primary grades.

The objection to Japanese men attending the primary grades could very readily be met by a simple rule limiting the ages of all children attending those grades. All of the teachers with whom I talked while in San Francisco spoke in the highest terms of the Japanese children, saying that they were among the very best of their pupils, cleanly in their person, well behaved, studious and remarkably bright.

The board of education of San Francisco declined to rescind its resolution of October 11, claiming that having established a separate school for Chinese, Japanese and Korean children, the provision of section 166a of the political code became mandatory.

A boycott was maintained in San Francisco from October 3 to October 24 by members of the Cooks and Waiters' Union against Japanese restaurants doing business in that city. Nearly all of the leaders of labor organizations in San Francisco, interviewed on this subject, disclaimed any knowledge of any formal action being taken for the boycotting of these restaurants. They admitted, however, that there was a decided sentiment in the union against patronizing Japanese restaurants, and that that sentiment was created and fostered by speeches in union meetings and by personal action of the different members, with the object of not only preventing union labor men, but the public as well, from patronizing these restaurants.

It appears that the Japanese restaurant keepers of San Francisco have a union of their own, of which S. Imura is president. They made application, so they say, to the Cooks and Waiters' Union of San Francisco for admission to membership in that union, but their application was denied. After the boycott had been maintained for a few days the Japanese restaurant keepers held a meeting for the purpose of discussing the boycott and of devising some way of stopping it. They discussed first the obtaining of an injunction, and appointed a committee. This committee visited the Japanese-American Association located in San Francisco and asked the association to consult a lawyer. They were informed that a test case would cost \$500, and that if the test case failed it would cost each restaurant keeper \$200 for each case tried.

I saw the chief of police, as also H. H. Colby, captain of police in charge of the district in which most of the Japanese restaurants are located, and was informed by both these officers that as soon as their attention was called to the disturbances on Third street, officers were detailed at each of the Japanese restaurants at each meal hour, and that the officers were instructed to arrest if any violation of the law was committed and that after the officers were so stationed there were no disturbances or violations of the law.

The chief of police assured me that every effort would be made by him to protect the Japanese restaurants in San Francisco, and that all violators of the law would be promptly arrested and punished. The acting mayor of San Francisco also assured me that he would co-operate with the police department of the city, and would see that everything possible

was done to protect the Japanese subjects and prevent violations of law.

I am satisfied, from inquiries made by me and from statements made to me by the Japanese restaurant keepers, that the throwing of stones and breaking of windows was not done by the men picketing the restaurants, but by young men and boys who had gathered in front of the restaurants as soon as the boycott was instituted.

Dr. F. Comot, of the Imperial University of Tokio, one of the world's most distinguished scientists, and, as stated by Prof. George Davidson, of the University of California, one of the greatest living authorities on seismography, sent to San Francisco by the Japanese government to study the causes and effects of the earthquake, was stoned by hoodlums in the streets of San Francisco. Prof. T. Nakamura, professor of architecture in the Imperial University of Tokio, was also stoned in the streets of San Francisco by young toughs and hoodlums. Doctor Comot was also assaulted when visiting Eureka, Cal. Neither of these eminent gentlemen made formal complaint of these assaults, and wished that no official recognition be taken of them.

The police records of San Francisco show that between May 6, 1906, and November 5, 1906, 200 cases of assault ranging from simple assaults to assaults with deadly weapons and assaults with murderous intent, were reported to the police of San Francisco. Of the number so reported, seven were for assaults committed by Japanese, and two complaints were made against Japanese for disturbing the peace. The Japanese population in San Francisco is about 6,000. The total population of San Francisco to-day is estimated to be between 325,000 and 350,000.

While the sentiment of the State of California, as manifested by the public utterances of the Japanese and Korean Exclusion League by articles in many of the leading newspapers in the state, by declarations of the political parties in their platforms, and by the passage of a joint resolution by the state legislature on March 7, 1905, is in favour of the exclusion of Japanese coolies, yet the overwhelming sentiment in the state is for law and order and for the protection of Japanese in their persons and their property.

The chief of police of the city of San Francisco, as also the acting mayor of the city, assured me that everything possible would be done to protect the Japanese subjects in San Francisco, and they urgently requested that all cases of assault and all violations of law affecting the Japanese be at once reported to the chief of police.

I impressed very strongly upon the acting mayor of the city, as also upon the chief of police, the gravity of the situation, and told them that, as officers charged with the enforcement of the law and the protection of property and person, you looked to them to see that all Japanese subjects resident in San Francisco were afforded the full protection guaranteed to them by our treaty with Japan. I also informed them that if the local authorities were not able to cope with the situation, or if they were negligent or derelict in the performance of their duty, then the entire power of the Federal government within the limits of the constitution would be used, and used promptly and vigorously, to enforce observance of treaties, which, under the constitution, are the supreme law of the land, and to secure fit and proper treatment for the people of a great and friendly power while within the territory of the United States.

I, therefore, the police power of San Francisco is not sufficient to meet the situation and guard and protect Japanese residents in San Francisco, to whom under our treaty with Japan we guarantee "full and perfect protection for their persons and property," then, it seems to be, it is clearly the duty of the Federal government to afford such protection. All considerations which may move a nation, every consideration of duty in the preservation of our treaty obligations, every consideration prompted by fifty years or more of close friendship with the Empire of Japan, would unite in demanding, it seems to me, of the United States government and all its people, the fullest protection and the highest consideration for the subjects of Japan.

REVIVAL OF CONFUCIANISM.

Peking, 6th January.

We have received from the Empress Dowager, Our Holy Mother, the following Decree:

Liang Ting-fan, Provincial Judge of Hopeh, has recently memorialized the Throne recommending the establishment of a grand university in Kiao-fou, the birthplace of the great sage, Confucius, in the province of Shantung.

In truth, Confucius, the founder of our philosophy and literature, is the best and wisest teacher that ever came into existence and will always hold that rank among philosophers undisputed even unto the end of the world.

It is only recently that we published an Imperial Edict calling on the people not to neglect their duty towards this great sage, and to show Our profound respect for his memory, we have commanded that first-class honours should be paid him.

Kiao-fou, being the native place of this holy sage, should be a place of learning, and to realize that object We hereby order schools, Colleges and Universities to be established over all the sage's native city, to propagate his grand teachings and to enlighten the people with his wisdom.

We order Chang Chih-tung, Viceroy of Hopeh and the Provincial Inspector of Schools of that Province, to see that schools are erected in Kiao-fou. The sum for that purpose shall be raised by the Viceroy by the best means he can devise, and to show that we are in earnest about the establishment of these Confucian schools, we order that 100,000 taels be taken from the Shantung treasury to begin the work without delay. Respect this Decree.—*Shanghai Times*.

COMMERCIAL.

SHANGHAI SHARE MARKET.

In their opening circular for the year, dated 1st inst., Messrs. J. A. Sullivan & Co. make the following optimistic observations:—Business has been resumed this year with a vigour that promises well for a strong Spring demand for all classes of securities and at rates which show signs of a further improvement. Tides have dropped temporarily for cash, to 11s. 6d., but a steady demand is already manifesting itself and the difficulty of getting shares in any appreciable quantities is most pronounced. Stocks have declined in favour but remain steady at closing rates. Shanghai and Hongkong Wharves have improved in value and the rise is fully justified by the anticipations of a record year. Cottons are firm as dealers consider that these stocks, especially Ewos, were unduly depressed towards the close of 1906. Lard oils are in strong demand and will go higher as the year progresses. Debentures of all classes have been in request by investors.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/2 13/16
Do. demand 2/2 1/2
Do. 4 months' sight 2/2 1/2
France—Bank T.T. 2/2 1/2
America—Bank T.T. 2/2 1/2
Germany—Bank T.T. 2/2 1/2
India T.T. 2/2 1/2
Do. demand 2/2 1/2
Shanghai—Bank T.T. 2/2 1/2
Singapore T.T. 2/2 1/2
Java—Bank T.T. 2/2 1/2

Buying.
6 months' sight L/C. 2/3 7/16
6 months' sight L/C. 2/3 9/16
30 days' sight San Francisco & New York. 55 1/2
1 months' sight do. 55 1/2
30 days' sight Sydney and Melbourne 2/3 13/16
1 months' sight France 2/3 1/2
6 months' sight do. 2/3 1/2
1 months' sight Germany 2/3 1/2
Bar Silver 31 13/16
Bank of England rate 6 1/2
Sovereigns 8/95

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 800/820
" Old @ 830/850
" Older @ 160/880
Patna New @ 60 1/4
" Old @ —
Benares New @ 82 1/2
" Old @ —
Persian (Paper) @ —

Today's Advertisements.

THE ANNUAL MEETING

OF THE
HONGKONG BENEVOLENT SOCIETY will be held in the CITY HALL, on TUESDAY, 25th instant, at 12 Noon.

His Excellency the Officer Administering the Government Mr. F. H. MAY, C.M.G., will preside.
Hongkong, 15th January, 1907. [117]

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BUTTERFIELD & SWIRE, to sell by

PUBLIC AUCTION,

ON
THURSDAY,
the 17th January, 1907, at 11 A.M., at Wanchai Godown, No. 97, Praya East, 120 Cases WHISKY;

ALSO
One Large IRON SAFE by Milner's AND
SUNDRY OTHER MERCHANDISE.
(Sold Cargo ex S.S. "Moyune.")
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th January, 1907. [118]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.
THE Steamship

"DAKOTAH"
will be despatched for the above Ports, on or about the 25th February, 1907.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 15th January, 1907. [119]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
TO-MORROW.

(WEDNESDAY) AND SATURDAY,
the 16th and 17th January, 1907, respectively, commencing each day at 2.30 P.M., at No. 4, Queen's Road Central,

A LARGE ASSORTMENT OF
SILVER AND IVORY WARE.
Catalogues will be issued.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th January, 1907. [120]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG", 1,320 TONS, J. W. WALKER.
Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 o'clock evening; Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey 1/4
Meals 1/6 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 14th January, 1907. [121]

Intimations.

THE

ROBINSON PIANO

CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 15th November, 1906. [122]

THE FAMOUS

AMSTEL PASTEURIZED

PILSENER BEER.

THE BEER OF THE DAY.

ESPECIALLY BREWED AND PAS-

TEURIZED FOR TROPICAL

CLIMATES.

NOT an slogan of preservative used. The lightest, most wholesome and delicious Beer ever put on the market.

You will reject all others when once you have used it.

PUT UP WITH CROWN STOPPERS

4 Dozen quarts or 6 Dozen pints \$16.50
Per Dozen quarts 4.15
" pints 2.75

A DISCOUNT OF 10% WILL BE ALLOWED

UNTIL FURTHER NOTICE.

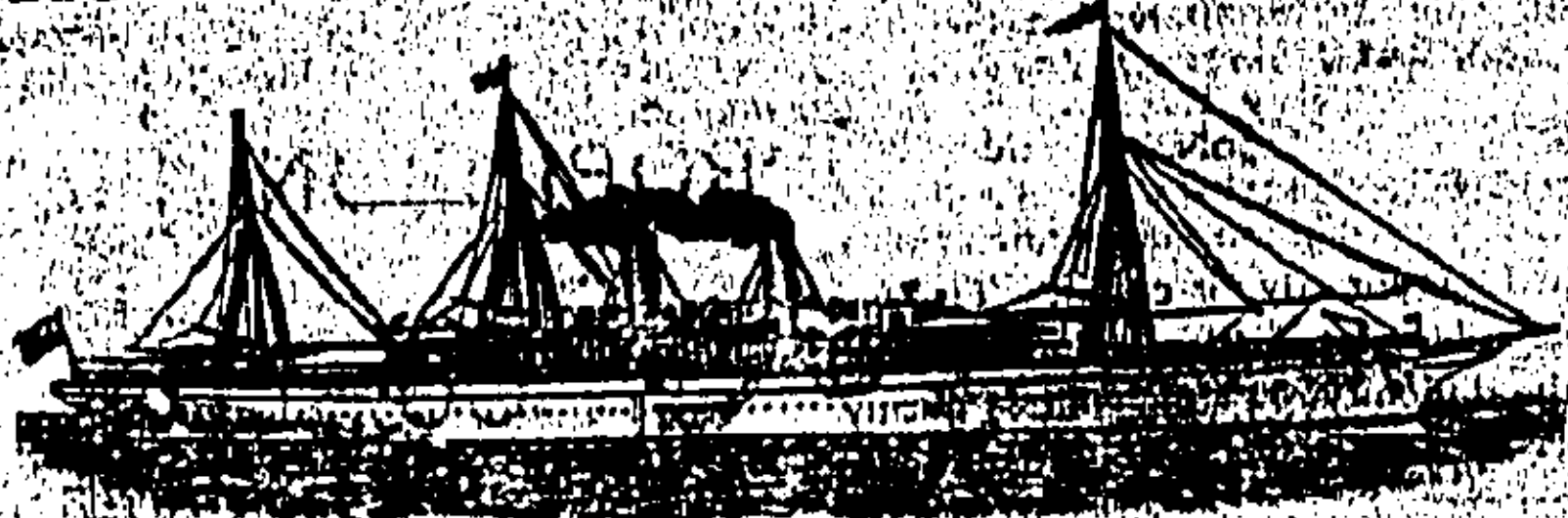
SOLE AGENTS:

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS

Hongkong, 15th January, 1907. [123]

Shipping—Steamers

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA".....	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE".....	6,165	WEDNESDAY, January 23rd	February 15th
"EMPEROR OF INDIA".....	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN".....	6,165	WEDNESDAY, February 20th	March 16th
"EMPEROR OF JAPAN".....	6,000	THURSDAY, March 14th	April 1st
"TARTAR".....	6,165	WEDNESDAY, March 27th	April 20th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons registered. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For Further Information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya.

Hongkong, 10th January, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	ONSANG	THURSDAY, 17th Jan., 3 P.M.
MANILA	YUENSANG	FRIDAY, 18th Jan., 4 P.M.
SHANGHAI	WOSANG	FRIDAY, 18th Jan., 4 P.M.
SHANGHAI	CHOVSANG	SATURDAY, 19th Jan., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Obafio, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 15th January, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"PAOTING"	16th January, Daylight.
SWATOW, AMOY and SHANGHAI	"WUHU"	16th " 4 p.m.
SHANGHAI	"SHAOSHING"	17th " Noon.
CEBU and ILOILO	"HUICHOW"	19th " 4 p.m.
YOKOHAMA and KOBE	"TAIYUAN"	20th " Daylight.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	21st " 4 p.m.
MANILA	"TEAN"	22nd " "
SHANGHAI	"YOHOW"	22nd " "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th January, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th Jan., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 26th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

(Hongkong, 15th January, 1907.)

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamer "Kaiserin Augusta" and "Hohenstaufen." These steamers offer to the public the highest comfort, attained in ocean travelling. They are especially built for the fastest and most reliable service. The berths are not only lighted, but also ventilated, and are provided with electric fans. The dining saloon is a masterpiece of modern architecture, and the kitchen is fitted with the latest appliances. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PEYMOUTH. In addition to the above steamers, the a.s. "SILKHA" and "SEANDIA" carry first class passengers. Return Tickets issued at reduced rates. Through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEDZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA.....1st February	SPEZIA.....27th January
HABSBURG.....3rd March	SILESIA.....8th February
RHENANIA.....1st April	SAMBIA.....19th February
Hongkong, 15th January, 1907.	SAXONIA.....22nd February
	SCANDIA.....22nd March
	FOR NEW YORK.
	NUBIA.....22nd January

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,606	E. V. Roberts	5th Feb.
Tyramoni	9,606	T. W. Garlick	26th Feb.
Lyra	4,417	H.C. Armstrong	"

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. Shawmut and Tyramoni are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barbers' shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 12th January, 1907.

[22]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA".....19th January.

S.S. "SIKH".....9th February.

S.S. "MUNCASTER CASTLE".....12th March.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 15th January, 1907.

[64]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms will be despatched for the above Ports on SATURDAY, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th January, 1907.

[86]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, via JAPAN PORTS.

(KARATSU, KOBE and YOKOHAMA.)

THE Steamship

"KASATO MARU," 6,000 tons,

Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907.

* Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
General Agent.

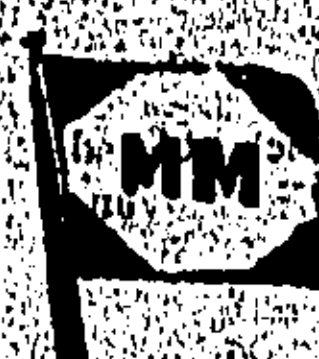
Hongkong, 2nd December, 1906.

[1]

Hulls

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "SALAZIE."

Captain A. Allard, will be despatched for MARSEILLES on TUESDAY, the 22nd January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia, with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. OCEANIE.....15th February

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th January, 1907.

[10]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their wharves, and for extra handling Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 20th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th January, 1907.

[111]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "MACDUFF."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their wharves, and for extra handling Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 13th January, 1907.

[112]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Consignation, and to take immediate delivery of their Goods from the wharves.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th January, 1907.

[113]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ARCADIA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Mongolia and Persia.

From Calcutta, ex S.S. Swaha.

From Persian Gulf, ex S.S. N. and B. & F. S. N. Co's Steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative, at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns.

THE MANAGER.
Hongkong Telegraph Co., Ltd.
Hongkong, 10th January, 1907.

CALIFORNIA FARMERS' AND CHINESE LABORERS.

The Fruit Growers' Convention at Fresno on the 11th inst. adopted a resolution advising the admission of Chinese laborers on the same terms as immigrants of other races. This resolution was adopted by a vote of 100 to 10.

It is stated that the "People of California" are far from unanimous in the question of Chinese immigration. Very many business men and most of the farmers are in favor of the Chinese. Of course, the business men are inclined to say so publicly—it is not business to have opinions on public questions—that is the reason why business men ought to be our ruling class—but this is their private view.

The farmers, not having given any thought to the trading stamps, quite frankly avow their opinion. The California fruit farmer does not believe in the dignity of labour. He believes in cheap labour and cheap fruit. He has proposed to labour unions to accept of a non-union restaurant when he comes to town, and distribute while labour, partly because he has found it drunken and unreliable, but chiefly because he is afraid of a fruit pickers' union. He does not believe in increasing the population or developing the resources of California. He wants more orchards to be planted, and no more raw land improved. There will be more profit in his farm if more people raise the same product. He wants to own as much land and have it supported as few people as possible. And he wants a large supply of cheap, servile labour to draw on, preferably Chinese. If the California farmers and the merchants they trade with were in control, the Chinese exclusion laws would have been relaxed long ago, and California would already be far on the way towards a Hawaiian civilization. But the profits of many farmers would have been increased, and that is what the farmer wants. This attitude is the attitude of many fruit-growers, frequently and publicly expressed.

It is a short-sighted and selfish policy. Doubtless there are many large ranches in California that are hard to run at a profit without Chinese labour. So much the better. It is not particularly to the interest of California that these ranches be run at a profit. Their constituent parts can be run at a profit easily by small holders, who do most of their own work. And if Chinese exclusion (with Japanese to follow, as soon as it can be arranged with Japan) will compel these large holdings to be subdivided, so much the better for every body concerned. The question of California is not a question of how to handle our successful generation to hand down to our successors, but a question of how to handle our civilization. If we can get rich in the process, so much the better, but if it can only be accomplished by staying poor, it is worth the price. Better an American State getting richer fast as we can on American lines, than an Oriental State, even with the white aristocracy richer than they could have been under Americanism. Any California industry which cannot prosper with white labour is better not prosper. Any California ranch, too big to be cultivated without Chinese labour, better be cut up and sold. Any advantage which Chinese labour would bring us has better be foregone, and any disadvantage which Chinese exclusion causes had better be endured. For, in our peculiar position as the last outpost of the white man's world, the duty of guarding the border and keeping it white is paramount to all other considerations. The farmer may not think so, and he is no more to be blamed for favouring the Chinese because they lower wages than the labour and the farmer appealing them for short-sighted and selfish, but not universal, consideration. But on that issue there must be no swerving, even when our position is against our own interests.—*Fruit Republic.*

SOCIALISM OF THE EAST AND WEST.

In Europe, and on a smaller scale in the United States, Socialism endeavours to convert the working classes to its doctrine. It is "white" Socialism whose aim is "distribution of labour and wealth, so that every man may have leisure and the opportunity of becoming better than he is." In other words, the Socialism of our race aims to spread far and wide, the comforts and the leisure which make life worth living.

But over in Asia, where the human swarm is dense, the practical Socialism of the East aims merely at satisfying material needs, to give every man his food and clothing in exchange for constant unremitting toil. The Asiatic man is a creature of the earth, and he knows that the only way to escape the horrors of the earth is to work. He cannot imagine life as endurable on the terms that are most acceptable to the myriads of Asia who may very probably become his industrial competitors.

The United States is surely going to ask some day if it was, after all, a wise thing to have thundered at the sea-gates of Japan and awakened the sleeping force of a nation whose achievements are the marvel of our time. Already Japan looks across the Pacific and asks inconvenient questions of obligations as the enforcement of treaties and demands in measures of coming retributions.

Asia resents any attempt in Australia or America to draw the colour line. There is a growing antagonism to the white race shown in British India, as well as in China and Japan. Asia would rid herself of the intruders and conquerors. And after getting rid of them, as she has done before, she will ask to be taken up as an equal of Europe and of the nations of European origin. The day will come when the Japanese fleet will enter the Mediterranean, and perhaps cross the Atlantic and cruise among the West Indies. That will be indeed a sign of the new times. Iniquities, prodigious, and of proven value, and master of sea armaments, the Japanese are the standard-bearers of immemorial Asia, and their exploits the theme of admiration in India and Persia.

The youth of Bengal point to what Japan has done. Chinese students by thousands go to Japan to school, and in many instances return to their native land as leaders of the new movement. The Chinese are making a study of the Japanese, and the Japanese are making a study of the Chinese. The day will come when the Chinese fleet will enter the Mediterranean, and perhaps cross the Atlantic and cruise among the West Indies. That will be indeed a sign of the new times. Iniquities, prodigious, and of proven value, and master of sea armaments, the Japanese are the standard-bearers of immemorial Asia, and their exploits the theme of admiration in India and Persia.

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Announcements.

SWEETS, FONDANTS, MARRONS GLACES
FRENCH, ENGLISH AND SWISS
CHOCOLATES AND BON-BONS.

Liqueurs of the most renowned French Brands.

CHAMPAGNES, BURGUNDIES AND
CLARETS
 OF THE CHOICEST VINTAGES.

Before making your purchases you should inspect
 our stock.

A CHAZALON & CO.,

69, QUEEN'S ROAD CENTRAL.

Hongkong, 11th January, 1907.

NOTE, WRITING AND BOOK PAPERS,

BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"

Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to
 match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,
 1, Ice House Road.

Hongkong, 7th December, 1906.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA,
 ESTABLISHED 1815.

	One Case.	One Case.
	Qtr.	Pls.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALT	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
FINE WINE, INVALIDS	19.00	—
" DDURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.45	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES

&c. &c. &c.

EASTMAN'S

KODAKS, FILMS,

AND
 ACCESSORIES.

Telephone 311

AMATEUR WORK RECEIVED PROMPT and CAREFUL ATTENTION.
 Hongkong, 16th May, 1907.

SHARE QUOTATIONS

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon. Later alterations given under "Commercial Intelligence" page 3.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	REMARKS
BANKS							
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	\$1,000,000	\$1,714,472	£1.15/6 @ Ex. 2/12—\$16.47 for first half- year 1906	\$240 buyers London 497
National Bank of China, Limited	10,025	£7	£6	\$1,000,000	\$74,099	\$2 (London 3/0) for 1905	\$40
MARINE INSURANCES							
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$133,538	\$20 for 1905	\$200
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	Tls. 185,319	Final div. 7/6 making 15/- for year ended 30.6.1906	£7 1/2 to sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000	\$2,702,271	Interim div. of \$30	\$750 am & b.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$508,354	\$12 and \$5 special dividend for 1906	\$100 buyers
FIRE INSURANCES							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$344,008	\$6 for 1904	\$20
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$422,618	\$25 for 1904	\$240 buyers
STEAMSHIP							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000	\$6,563	\$1 1/2 for 1905	\$25
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,000,000	Nil.	\$2 1/2 for year ended 30.6.1906	\$50
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000	\$5,464	\$1 for 1st half-year 1906	\$200 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000	£2,432	10/- @ ex. 2/12 @ 1/16=\$1.60	\$87
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 23,156	Interim div. of Tls. 2 1/2 @ 1906	Tls. 56 buyers
Shell Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000	£107,815	1/- (Coupon No. 6) for 1905	Tls. 50 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$218	\$2.50 for year ended 31.12.1906	\$20
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	Tls. 30
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000	\$40,914	Final of \$15 making 125/- for 1905	\$125
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	\$132,588	\$3 for 1907	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 8,935	Tls. 4 (8%) for year ended 31.12.1906	Tls. 80 buyers
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000	£12,546	Final of 1/- (No. 7) making 2/- for year ended 28.2.06	Tls. 10.70 buyers
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	\$1,000,000	G. \$500,050	Interim of 50 cents for account 1906	G. \$10 buyers
Robt. Australian Gold Mining Company, Limited	50,000	£1	£1	\$1,000,000	£8,745	No. 12 of 1/-=48 cents	180 buyers
DOCKS, WHARVES & GODOWNS							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000	\$8,915	\$2 for 1905	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000	\$20,040	\$2 1/2 for a/c 1906	\$60 sales
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000	\$392,087	\$6 for first half-year ending 30.6.06	\$147 buyers
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$1,000,000	\$3,221	\$1 for 1905	\$15
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	Tls. 104 buyers
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	Tls. 245 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000	Tls. 3,668	Tls. 18 for 1905	Tls. 231 buyers
LANDS, HOTELS & BUILDINGS							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000	none	First year	Tls. 105 am & b.
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000	\$8,418	\$2 for year ending 30.6.1906	\$50 sales
Central Stores, Limited	6,000	\$15	\$15	\$1,000,000	\$4,719	\$2.40 on \$14 for 1905	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	\$1,000,000	none	7 1/2 on \$7 1/2 for 1905	\$104 buyers
Do. (Founders)	123	\$15	\$15	\$1,000,000	none	None	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$10,057	\$5 for first half-year for 1906	\$112
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$67,839	Interim div. of \$3 1/2 account 1906	\$120 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$1,000,000	Tls. 10,783	Final of 6% = 10% for 1905	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$1,000,000	\$4,599	Final of \$6 making \$10	\$80 buyers
Imperial Estate & Finance Company, Limited	110,000	\$10	\$10	\$1,000,000	\$5,070	80 cents for 1905	\$12 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	\$574	\$2 1/2 for 1905	\$17
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 869,493	Tls. 3 for half-year 1906	Tls. 100 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 170,000	Interim div. of \$2 account 1906	Tls. 62 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$772	Interim div. of \$2 account 1906	\$50
COTTON MILLS							
Iwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 64,986	Tls. 10 for year ended 31.12.1906	Tls. 69 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	115,000	\$10	\$10	\$1,000,000	\$21,660	\$1 1/2 for the year ending 31.7.06	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8%)	Tls. 62
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 30,760	Tls. 8 for 1905	Tls. 70
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000	Tls. 35,986	Tls. 25 for 1905	Tls. 340 buyers
MISCELLANEOUS							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$1,000,000	\$1,066	\$7 for 1905	\$100 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000	\$856	1/3 per share for 1905	\$7 sales
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000	\$1,097	\$5 for 1905	\$10
China-Borneo Company, Limited	70,000	\$12	\$12	\$1,000,000	Nil.	\$1 for 1904	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	Tls. 36 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000	\$1,219	60 cents for year ended 30.6.06	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$1,581	80 cents for 1905	\$10 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,000,000	\$4,555	\$1.50 for year ending 31.7.1906	\$10 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	\$1,000,000	\$2,291	Int. div. of 75 cents for 1-year ended 30.6.06	\$12
Hall & Holtz, Limited	21,000	\$20	\$20	\$1,000,000	\$20,893	\$1 1/2 for year ending 28.2.07	\$102
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000	\$2,568	\$1.00 for 10 months ending 28.2.06	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$1,000,000	\$2,796	Int. div. of \$2.50 for 10 months ending 18.10.05	\$102
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	\$12
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,000,000	\$5,813	\$2 for 1905 on 5 shares	\$12
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,000,000	\$4,500	Final of 50 cents making \$1 for the year	\$12
Maatschappij tot Mijl. Bosch en Landbouwen- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000	Tls. 547,500	4th interim div. of Tls. 7 1/2 making Tls. 30 so far a/c 1906	Tls. 241 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$1,000,000	Dr. P. 34,324	None	\$5 buyers
Shanghai Gas Company, Limited (old)	10,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 165,000	Interim dividend of Tls. 3 1/2 account 1906	Tls. 107 sales
Do. (new)	8,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 9,751	Tls. 6 for 1904	Tls. 46 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	\$1,000,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	Tls. 120 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$1,000,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	Tls. 95
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000	Tls. 1,452	Interim div. of 15/- for 1-year 1906	Tls. 315
Shanghai Waterworks Company, Limited	8,175	£20	£20	\$1,000,000	Tls. 190,000	Interim div. of 5/- for 1-year 1906	Tls. 285
South China Morning Post, Limited	7,200	£20	£20	\$1,000,000	Dr. \$41,934	None	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000	\$214	30c (old) & 15c (new) = 45c for 1905/6	\$51
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 1,105	Interim of Tls. 4 for year 1905/6	Tls. 160 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$1,000,000	\$752	70 cents for year ended 31.5.1906	\$10
Do. (Founders)	100	\$10	\$10	\$1,000,000	\$752	\$2.00 for year ended 31.5.1906	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000	\$7,734	Interim of 45 cents for account 1906	\$10
William Powell, Limited	15,000	\$10	\$10	\$1,000,000	\$182	Final of 3/- etc. making 8/- for the year ended 30th June, 1906	\$8
DIVIDENDS PAYABLE							
China Provident Loan & M. Co.	50,000	\$10	\$10	\$1,000,000	\$10		\$10